REMARKS

Favorable reconsideration of this application as presently amended and in light of the following discussion is respectfully requested.

Claims 1-14, 16, 17, and 19-25 are pending in this application, Claims 1, 9, and 16 having been amended by the present Amendment. Support for amended Claims 1, 9, and 16 can be found, for example, in the original claims, drawings, and specification as originally filed.[1] No new matter has been added.

In the outstanding Office Action, Claims 1-11, 20, and 22-25 were rejected under 35 U.S.C. § 103(a) unpatentable over Robins et al. (U.S. Patent No. 6,430,184; hereinafter "Robins") in view of Hellwig et al. (U.S. Patent No. 7,020,149; hereinafter "Hellwig"); Claims 12, 14, 16, and 17 were rejected under 35 U.S.C. § 103(a) as unpatentable over Robins and Hellwig in view of Kato et al. (U.S. Patent No. 5,544,336; hereinafter "Kato"); Claim 21 was rejected under 35 U.S.C. § 103(a) as unpatentable over Robins and Hellwig in view of Halliday et al. (U.S. Patent Publ. No. 2002/0083345; hereinafter "Halliday"); and Claims 13 and 19 were rejected under 35 U.S.C. § 103(a) as unpatentable over Robins, Hellwig, and Kato in view of Fiorini (U.S. Patent No. 5,740,173).

Applicant acknowledges with appreciation the courtesy of Examiner Sefcheck in granting an interview in this case with Applicant's representative on January 16, 2009, during which time the Examiner recommended amending the claims to clarify that the claimed system processes aircraft-related asynchronous data. The Applicant has amended the independent claims in accordance with the Examiner's suggestions. No agreement was reached during the interview pending a formal response to the outstanding Office Action.

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[1] See for example at page 2, lines 8-11 and page 5, lines 11-20 of the specification.

In response to the rejections under 35 U.S.C. § 103, Applicant respectfully submits

that amended independent Claim 1 recites novel features clearly not taught or rendered

obvious by the applied references.

Amended independent Claim 1 is directed to a system for processing asynchronous

aircraft-related data, including, *inter alia*:

> *...a plurality of packeting modules configured to packet asynchronous data including information for aircraft-related data operations; and*
>
> a message composition module connected to said plurality of packeting modules,
>
> wherein said message composition module is configured to compose a message and send a request for a packet directly to at least one packeting module of said plurality of packeting modules when said message composition module needs a packet, and
>
> wherein said at least one packeting module is configured to stop packeting asynchronous data, even if packeting of the asynchronous data is not completed, in response to said request and to send to said message composition module a packet of asynchronous data formed prior to receiving said request.

Robins is directed towards the networking of data processing systems or computers

and, more particularly, that of the switchable connection of Local Area Networks ("LANs")

such as those supported by the Ethernet protocol and Wide Area Networks ("WANs") such as

those supported by the Asynchronous Transfer Mode ("ATM") protocol.[2] However, as

discussed during the interview, Robins fails to teach or suggest a system for processing

asynchronous aircraft-related data in which a plurality of packeting modules are "configured

to packet asynchronous data including information for aircraft-related data operations," as

recited in Applicant's amended Claim 1.

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[2] See Robins at column 1, lines 21-26.

Robins also describes that the architecture includes application layer flow switching or connections performed by virtually allocating (by pointers to high speed data buffers) incoming data packets to one or more of a large number of virtual queues according to decisions made on the basis of information in the application header of the packets characterizing their membership in a particular flow.[3] However, the data packets in Robins do not include information for aircraft-related data operations.

Accordingly, Applicant respectfully submits that amended independent Claim 1 (and all claims depending thereon) patentably distinguishes over Robins. Further, Applicant respectfully submits that Helwig, Kato, Halliday, and Fiorini fail to cure any of the above-noted deficiencies of Robins.

Amended independent Claim 9 recites "means for packeting asynchronous data including information for aircraft-related data operations in a packeting module." Thus, independent Claim 9 (and all claims depending thereon) are believed to be patentable for at least the reasons discussed above.

Amended independent Claim 16 recites "means for packeting said asynchronous data including information for aircraft-related data operations into a packet during a packeting time," and is also believed to be patentable (and all claims depending thereon) for the reasons discussed above.
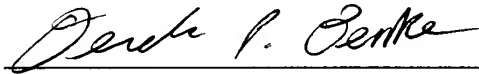
Accordingly, Applicant respectfully requests the rejections under 35 U.S.C. § 103(a) be withdrawn.

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[3] See Robins at column 5, lines 27-34.

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Consequently, in view of the present amendment, and in light of the above discussion,

the pending claims as presented herewith are believed to be in condition for formal

allowance, and an early and favorable action to that effect is respectfully requested.

Respectfully submitted,

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